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Transportation Concept Report
State Route 99
November 2003

I. INTRODUCTION

This Transportation Concept Report (TCR) is a long-range system planning document that establishes a planning concept for the corridor through the year 2025. The TCR provides route data and information, as well as current and projected (years 2003, 2010, and 2025, respectively) operating characteristics. Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept Level of Service (Concept LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Concept LOS. Capacity-enhancing improvements, such as lane additions, are the primary focus for LOS attainment.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, or whichever LOS is feasible to attain. For the purpose of this document, however, the Concept LOS is a "target" LOS determined by the importance of the route and environmental factors. A deficiency (need for improvement) is triggered when the actual LOS falls below the Concept LOS.

However, operational improvements, such as weaving lanes, are discussed as interim measures. The TCR also identifies transit, notably the High Speed Passenger Rail System, and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2025.

However, the UTC does not consider funding as a constraint. Caltrans District 6 System Planning staff should be consulted for the interim ROW (prior to ultimate construction) for a specific location along the corridor. This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process.

Consequently, the specific nature of proposed improvements such as roadway width, number of lanes, and access control might change in later project development stages. Final determinations are normally made during later project report and design phases.

Therefore, a TCR is a "living document," subject to amendments as conditions change and projects are completed. System Planning staff will update the TCR on a three-to-five year cycle or as needed.

The TCR for State Route 99 was prepared and completed by District 6 Office of System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: At Interstate 5 (I-5) near the base of the Tehachapi Mountains in Kern County.
Ends: At Route 36 near Red Bluff in Tehama County.

Length: 416-mile highway, through the San Joaquin and Sacramento Valleys.

This Transportation Concept Report covers the 173 miles of SR 99 within District 6, from the I-5 junction in Kern County to the Madera/Merced County line.

Land Use: Route 99 serves the primary population centers in the San Joaquin Valley as well as much of the rural agricultural areas. Small and medium-size communities are interspersed along with highway commercial uses at numerous interchanges.

The highway also travels through the urban centers of Bakersfield, Tulare, Visalia, Fresno, and Madera. There are agricultural-oriented activities such as dairy farms, poultry processing, wineries, and heavy farm equipment sales and repair along the route. Oilfields are prevalent near Bakersfield in Kern County.

Terrain: Generally on flat terrain, with high plains in the southern Kern County portion.

A. Modal Alternatives

There are currently six Amtrak passenger rail trains that traverse the SR 99 corridor on a daily basis with connections in Bakersfield, Wasco, Corcoran, Hanford, Fresno, and Madera.

Amtrak Rail: There are currently six Amtrak passenger rail trains that traverse District 6 on a daily basis on the San Joaquin Route, with connections in Bakersfield, Wasco, Corcoran, Hanford, Fresno, and Madera.

Transit Services: Both fixed-route and dial-a-ride buses serve the local traveler as shown below:

Kern County: Common transit carriers include Greyhound Bus Lines, Orange Belt Stages, the Airport Bus of Bakersfield (with service to Los Angeles International Airport), Amtrak (north from Bakersfield) and Amtrak Connection (Amtrak's continuing bus service to locations in Southern California).

Golden Empire Transit (GET) operates fixed routes within the city of Bakersfield while Kern Regional Transit (KRT) operates both fixed routes and dial-a-ride services throughout Kern County, primarily southward along SR 99 to Frazier Park and the Tejon Industrial Complex, northward via SR 99/43 to Shafter, Wasco, McFarland, along SR 99 to Delano, northeast via SR 178 toward Lake Isabella/Kernville/Weldon, eastward via SR 58 to Tehachapi, Mojave, and California City, and westward, via SR 99/119, to Taft.

Greyhound Bus Lines provide fixed-route service throughout the SR 99 corridor.

Tulare County: The cities of Tulare, Visalia, and Porterville operate dial-a-ride and fixed route routes, while Tulare County Transit (TCT) operates both fixed-route and dial-a-ride services along the SR 99 corridor to the cities of Earlimart, Pixley, Tipton, and Delano in Kern County.

Additionally, TCT services Tulare County's rural communities of Lindsay, Farmersville, Exeter, and Woodlake. Amtrak services are available to the citizens of Visalia/Porterville via the Kings County Area Public Transit Agency (KCAPTA), which makes three round trips per day between the City of Visalia and the Hanford Transit Center/Amtrak Station.

The Orange Belt Stages' depot is located northwest of the junction of SR 198/99 (Avenue 304/Goshen Avenue and SR 99), and serves areas along SR 198, 63, and 65.

Fresno County: Common transit carriers include Greyhound Bus Lines, Orange Belt Stages, Fresno Area Express, Clovis Stage Line and the Fresno County Regional Transit Agency (FCRTA). FCRTA

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services the outlying areas of Fresno County including Coalinga, Kerman, Mendota, and Firebaugh, using both fixed route and dial-a-ride services. Urban areas of the county are serviced by the Fresno Area Express (FAX) and the Clovis Stage Line. Greyhound and Orange Belt Stages provides transit services to areas outside the county.

Madera County: The City of Madera operates its Madera Area Express (MAE) as both a fixed route and dial-a-ride system. The Madera County Connection (MCC) operates a fixed route system from Bass Lake/Oakhurst to Valley Children's Hospital via SR 41, 145, 99, and Avenue 12.

The City of Chowchilla, via its Chowchilla Area Transit Express, operates both a fixed route and dial-a-ride system within Chowchilla plus a once-a-week connection to the city of Madera via SR 99. Greyhound Bus Lines serves the county of Madera via SR 99 and SR 152 to Chowchilla, and areas north, south, and west of the county.

For a segment by segment list of specific transit providers, please see the Transit Services chart in the Appendix at the end of this TCR.

High Speed Rail: The California High Speed Rail Authority has developed a plan to build a high-speed rail line generally parallel to Route 99, from Los Angeles to San Francisco. The plan describes a 700-mile-long high-speed train system capable of speeds of 200 miles per hour.

The system would serve the major metropolitan centers of California in 2020. It is projected that 32 million intercity passengers and another 10 million commuters would use the system per year, generating nearly $900 million in revenue annually.

Bicycle Routes/pedestrian access: Due to the controlled access ROW which prohibits non-motorized vehicles and pedestrians along a freeway, neither bicycles nor pedestrians are permitted along SR 99 (with the exception of a portion of Segment 35 (PM 20.05/KP 32.27-PM 22.43/KP 36.10) in Madera County.

Bicycles within Segment 35 are allowed on the shoulders of the expressway area. Additionally, it has been proposed to open two areas of Route 99 freeway to bicycle travel in the areas before and after the Kings and San Joaquin River bridges. Opening these two segments would allow bicyclists to travel/commute between counties.

B. Intelligent Transportation Systems

The Caltrans Traffic Management Center (TMC), located at the District Office in Fresno, provides critical information in the implementation of ITS technology.

Numerous applications of ITS exist or are proposed throughout the extent of Route 99. Examples of existing ITS applications along Route 99 are: weather stations, changeable message signs, closed circuit television, and highway advisory radio. Specific segment by segment information is located in the ITS chart in the Appendix.

Communication lines will be enhanced by the fiber optic network planned along the Route 99 corridor, along with the other corridors in the Fresno-Clovis Metropolitan Area.

Additionally, the 511 system is a new three-digit phone number program to access travel information that is being implemented throughout various areas of the country.

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Caltrans' Reverse Commute Study/Special Studies Branch is working with Traffic Operations and Caltrans' Districts to develop a "California 511 Strategic Deployment Plan for Rural and Inter-Regional Traveler Information System" to meet the traveler's highway and transit information needs. When fully implemented, 511 would be an easy to remember telephone number that can be accessed by travelers before and during their trip to obtain information about State highways, local roads, local transit, and State and local trains.

Deployment of ITS technology will enhance traveler information service and operational and safety efficiency of the route by informing motorists of traffic congestion, inclement weather such as fog, dust, highway construction and/or closings.

The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno. In addition, the Kern Council of Governments (Kern COG), through the creation of the Kern Motorist Aid Authority, operates and maintains a motorist aid call box system along this route within Kern County.

C. State Route 99 Highway Facts

- Part of the State Highway System (1909) and the California Freeway and Expressway System (1959).
- A major route in the most productive agricultural region in the world; Route 99 is critical to the economic vitality of the State. It is known sometimes as the "main street" of the Central Valley because of its significance for movement of goods and services. In District 6, Route 99 is a high-volume interregional north-south route.
- Heavily used by interregional travelers, commuters, recreational travelers, and goods movement, with the Annual Average Daily Traffic (AADT) ranging from 30,000 to 109,000, with trucks constituting up to 29 percent of the AADT.

SR 99 has been used historically for transportation of agricultural products and goods movement.

- Designated as a State High Emphasis Focus Route on the Interregional Road System (IRRS).
- Recognized as a Transportation Gateway of Major Statewide Significance. As such, there are many capacity improvements indicated along Route 99 in the Caltrans' Interregional Transportation Strategic Plan (ITSP).
- Identified as a "Priority Global Gateway" for goods movement in the Global Gateways Development Program (January 2002).
- Under the Federal-aid Surface Transportation Program, Route 99 is part of the National Highway System as a STRAHNET route.
- On the National Network for STAA trucks (large trucks).
- Functionally classified as a Principal Arterial.
- Identified as an Intermodal Corridor of Economic Significance (ICES).

SR 99 is heavily used for goods movement, with trucks constituting up to 29% of AADT.

See Appendix for Glossary

D. Specific Environmental Considerations

Specific sensitive biological species include, but is not limited to, the following flora and fauna: FLORA-wetland areas, Valley Sacation grassland, and elderberry bushes; FAUNA-kit fox, burrowing owl, migratory birds, fairy shrimp, elderberry longhorn beetle, western pond turtle, Fresno and Tipton kangaroo rats, bats, blunt-nosed leopard lizard, giant garter snake.

In addition, there are historical sites that will need to be investigated further: the Tagus Ranch, Mammoth Orange Restaurant, and the pine and palm tree grouping in the median of Route 99 in Madera County (south of Avenue 11 overcrossing-PM 6.1/KP 9.8). The grouping designates the central location on old Route 99 between northern and southern California.

III. Segment Map

Attached (page 6) is an 11x17" foldout TCR Segment Map for Route 99. This map shows the 36 segments of SR 99 in Kern, Tulare, Fresno, and Madera Counties.

On page 7, following the segment map on page 6, is an overview of Route 99 geometrics (including segment detail maps), land use, and environmental considerations. The overview is split into several segment groups. See the attached 6-page Summary Chart (pages 16-21) for additional information in table form.

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Maintenance on SR 99 early 1900's

IV. Geometrics, Land Use, and Environmental Considerations

Segments 1-13: I-5/SR 99 Separation to the Tulare County Line-Kern County

Begins: At Interstate 5
Ends: At the city of Delano (PM 57.6/KP 92.7) in Kern County.

Land Use: Consists of the urban areas of Bakersfield, McFarland, and Delano, along with other freeway commercial uses. Also, rangeland, agricultural lands, and agribusiness are interspersed throughout this stretch.

SR 99/58 interchange in Bakersfield, in Kern County.

Facility: With the exception of the segments in Bakersfield, SR 99 (Segments 1-13) is a 6-lane freeway, and in some instances having a median available for widening to 8 lanes. In Bakersfield, there are 8-lane freeway sections.

Interchanges:

Interchange connections with (south to north) Interstate 5 and State Routes 166, 223, 119, 58, 178, 204, 65, 46, and 155. There is a freeway-to freeway interchange connection with Route 58 (south junction) for eastbound traffic and ramps to Route 58 for westbound traffic. Locally, SR 58 west of 99 is known as Rosedale Highway.

The north junction of Route 58 with Route 99 also coincides with SR 178 for eastbound traffic. The lack of an integrating interchange at Route 99 linking the discontinuous segments of SR 58 has been a critical unresolved issue for local regional traffic in Bakersfield.

Environmental/Historical Resources: With future proposed construction, concerns would range from ROW acquisition impacts, noise impacts, and landscape removal in the urban areas, while endangered species, archeological sites, and impacts to sensitive resources, such as the Kern River (Segments 6-7), would be predominate in the rural areas. At Segment 11 the railroad overhead at SR 46 may be a concern.

Segments 14-19: Kern County Line to Fresno County Line-Tulare County

Begins: At the Kern County line
Ends: At the southern boundary of Fresno County, at the city of Kingsburg

In Tulare County, SR 99 is primarily a 4-lane freeway.

Land Use: Segments 14-19 traverse agricultural land and agribusiness, particularly the Tulare County International Farm Exposition, as well as the communities of Earlimart, Pixley, Tipton, Tulare, and Goshen, and the highway traverses along the western edge of the city of Visalia.

Facility: The highway is a 4-lane freeway except for a section north of Goshen, where it is a 5-lane freeway, for 6.7 miles (11.0 km), three lanes northbound and two lanes southbound.

Interchanges:
There are interchange connections (south to north) with State Routes 190, 137, and 198; which have ramps that will be upgraded in the future to meet current standards, except for the interchange-to interchange connection with Route 198, which meets current standards.

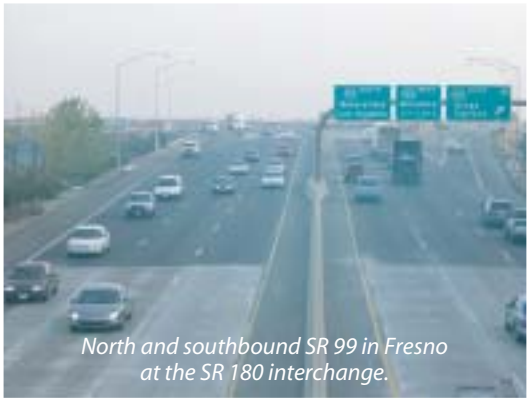
The Elderberry Longhorn Beetle is on the State list of sensitive biological species and has habitat in the Central Valley along SR 99.

Environmental/Historical Resources: Issues include traffic noise and aesthetic impacts in the developed areas, the proximity of the Union Pacific Railroad tracks as a barrier to widening to the outside ROW, and the potential impacts to prime farmland and established uses with ROW acquisition.

Ramps at the K Street interchange would have to be relocated and reconstructed to accommodate additional lanes. There is a proposal to remove ramps at Avenue 304. Also, there would be extensive impacts from ROW acquisition to the community of Goshen. At the Kings River crossing there are significant concerns for riparian species.

Segments 20-30: Tulare County Line to Madera County Line-Fresno County

Begins: At the Tulare County line
Ends: At the San Joaquin River crossing in northern Fresno County


North and southbound SR 99 in Fresno at the SR 180 interchange.

Land Use: Segments 20-30 consist of agricultural lands intertwined with the cities of Kingsburg, Selma, Fowler, and Fresno.

Facility: The highway is a 6-lane freeway throughout its extent except for both southern and northern areas; from Tulare County to Route 43 (PM 6.43/KP 10.35) and from Ashlan Avenue (PM 26.73/KP 43.01) to Madera County, Route 99 is a 4-lane freeway.

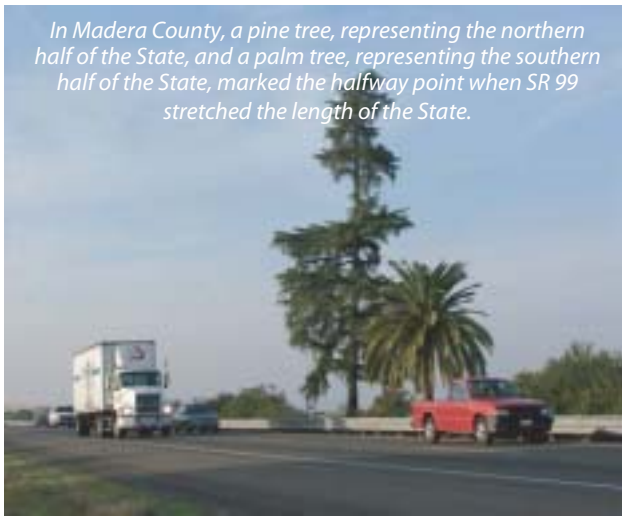
*Interchanges**:***
Connections (south to north) occur at State Routes 201 and 43, as well as freeway-to-freeway interchange connections at SR 41 and 180.

There are many ramps and bridges along this section which do not meet current standards. There are auxiliary lanes in the area between Jensen and California Avenues, both northbound and south bound. A freeway-to-freeway interchange connection is being constructed for the Route 180 West project, which is scheduled to be completed by November 2003.

Environmental/Historical Resources: Issues include traffic noise, aesthetic impacts and ROW concerns in the urbanized areas at the expansion of the Fresno 180 West Freeway project. Right-of-way acquisition may be cost prohibitive and environmentally significant. Retaining walls may be built to mitigate some of the impacts. There would also be riparian concerns at the San Joaquin River crossing.

Segments 31-36: Fresno County Line to Merced County Line-Madera County

Begins: At the Fresno County line
Ends: Near Chowchilla at the Chowchilla River


In Madera County, a pine tree, representing the northern half of the State, and a palm tree, representing the southern half of the State, marked the halfway point when SR 99 stretched the length of the State.

Land Use: Agricultural lands border the highway, except in the cities of Madera and Chowchilla.

Facility: Most of the highway is a 4-lane freeway, except for a short section (3.0 mi/4.8 km) where a 4-lane expressway exists between Avenue 20 and Route 152 (Fairmead area).

Interchange(s):
Interchange connections which do not meet current standards occur at State Routes 145 and 233, except for the freeway-to-freeway interchange connection with Route 152. The future construction of SR 152 would complete the continuity from eastbound SR 152 to northbound SR 99. There are auxiliary lanes on both southbound and northbound Route 99 to the SR 152 interchange.

Environmental/Historical Resources: Environmental issues related to widening would involve stream crossings, vernal pools, removal of existing landscaping, and traffic noise impacts near developed areas.

Conversion of the expressway-to-freeway would result in impacts to the community of Fairmead, including the Mammoth Orange restaurant, and other environmental considerations.

V. Concept Rationale

Route Concept LOS:

Rural: LOS C is assigned to the rural portions of Route 99 because of the high traffic volumes and the regional and statewide importance of this corridor.

Urban: LOS D is assigned to the Bakersfield, Visalia, and Fresno areas due to the urbanized nature of these segments. LOS D also signifies that attaining better traffic operations is more difficult due to heavier traffic congestion and increased construction complexity.

Concept Facility is a minimum of a 6-lane freeway throughout District 6; in Fresno heavy traffic volumes dictate additional capacity.

Concept Facility: The Concept Facility for SR 99 is a minimum 6-lane freeway (6F) throughout District 6 within 25 years, which is consistent with District policy to complete a 6-lane system and also with the Interregional Transportation Strategic Improvement Plan for Route 99. Widening to 6 lanes is also consistent with Caltrans District 10 at the Madera/Merced County line (LOS C for 6 lanes in 25 years).

The Ultimate Facility beyond 25 years is generally 6F plus auxiliary lanes, however, it can be up to 8 lanes (8F) plus auxiliary lanes. The 8F concept is predominant in the Bakersfield area where there are already 8 lanes or adequate right-of-way already exists to accommodate lane expansion. Where severe displacement of existing development would occur, 6 lanes plus auxiliary lanes would be allowed rather than 8 lanes, particularly in the urban areas. Due to air quality concerns, High Occupancy Vehicle Lanes (HOV) are being studied as a possible mitigation measure.

VI. State Route 99 Transportation Concept Report Summary Chart

The 6-page Summary Chart on pages 16-21 indicate that SR 99 is divided into 36 distinct segments that provide descriptive and technical information, both current and forecast, for the State highway. The Chart also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features, City/County boundaries, and current highway geometrics (conventional highway, expressway, freeway, etc). A "Chart Explanation" bar defines what is shown on the Chart with the exception of self-explanatory technical information. The Summary Chart also delineates the functional classification, various highway designations, environmental information, and general plan information. Segments 1-12 are on pages 16-17, Segments 13-24 are on pages 18-19, and Segments 25-35 are on pages 20-21.

VII. A Review of Route 99 Performance: Current and Future

As of the year 2003, Route 99 is operating at LOS C or LOS D for most of its length; in southern Kern County, there are segments operating at LOS B. By the years 2010 and 2025, the LOS will likely deteriorate on all segments due to increased interregional and statewide travel. With a few exceptions, the route is projected to operate at LOS E or F by the year 2025 with no improvements. However, with planned ITSP and RTP capacity-increasing projects there will be significant LOS improvements throughout the route. This is based upon current projections of expected fund availability.

There are only a few segments where the Route Concept LOS *will be met* (with or without improvements) in the year 2025: Segments 3, 4, 9, 11, and 13 in Kern County; Segments 15-19 in Tulare County; Segments 20 - 21, 23-25, 27, 29 - 30 in Fresno County; and Segments 32 - 33, and 36 in Madera County. There are also segments *without* identified improvements that will most likely be at LOS E and F by 2025.

Poor highway operating conditions will be particularly acute in the Bakersfield and Fresno areas, where local traffic, especially weaving traffic between interchanges, will exacerbate urban travel. Two prime examples are the Route 58/99 interchange in Bakersfield and the Route 99/180 interchange in Fresno. In Bakersfield, auxiliary lanes are recommended on Route 99 to alleviate traffic conflicts; in Fresno, the addition of a weaving section is recommended from Clinton Avenue south to Fresno Street. These improvements will also help improve traffic safety in these areas.

In addition to the regular maintenance and periodic operations and safety improvements completed on Route 99 (State Highway Operations Protection Program or SHOPP projects), Caltrans will continue to work toward ITS improvements such as ramp metering, changeable message signs, highway advisory radio, the 511 phone system, and other strategies to more effectively sustain and improve traffic flow, particularly in the urbanized areas.

In local areas where ramp delays or poor interchange operations occur, the MPOs are recommending interchange modifications; the Prosperity Avenue interchange in Tulare and the Shaw Avenue interchange in Fresno are two examples.

Most of Route 99 was built in the late 1950s and early 1960s to accommodate an anticipated lesser population and travel growth. Pavement distress is a prevalent condition on the highway. With the exception of most of Kern County, much of the route has ramps that do not meet current standards, as well as inadequate ROW to expand beyond six traffic lanes.

With the projected growth in statewide, interregional, and local commuter traffic, the congestion on Route 99 will continue to increase.

Over the next 25 years and beyond, Caltrans and local agencies will grapple with the question of expanding Route 99 whenever possible, or whether alternate parallel routes such as a potential new Route 65 construction to the east and/or the proposed High Speed Rail Corridor will adequately divert sufficient traffic from Route 99. Another possibility would be to have goods movement diverted through bypasses, particularly around the urban areas.

SR 99 is a vital corridor for goods movement in the Central Valley. The highway travels through numerous areas where agricultural-oriented activities are prevalent.

The State, MPOs, and local communities will need to determine how Route 99 should develop with available funding. Should the negative environmental consequences of Route 99 expansion in a community prevail? Should the statewide mobility benefits that would result take precedence? Or can there be a compromise solution?

For Route 99 to continue to be a viable statewide corridor, the concept of harmonizing its impact on the cities and communities along the corridor in District 6 must be implemented.

Also, environmental justice policies and environmental justice community input will dictate the planning for the needed expansion of Route 99, as to not overwhelm poor and minority communities. In any case, Caltrans will need to continue emphasizing the further rehabilitation, operational, and capacity improvements of Route 99, due to its statewide importance.

However, because of forecasted traffic growth and for ROW preservation, the long-range objective for SR 99 is to still build to 8 lanes, or even 8 lanes with auxiliary lanes as the UTC. An objective would be to "plan line" Route 99; that is, to establish the right-of-way and alignment along the corridor and then to adopt the plan line into State and local plans. The UTC right-of-way would vary little, but the number of lanes would depend on local/regional traffic needs, i.e., through lanes and/or auxiliary lanes, as well as funding and environmental constraints.

Currently, Districts 6 and 10 are co-sponsoring a plan for Route 99 named the "Route 99 Corridor Master Plan." For the area from Bakersfield to Stockton, the Route 99 Master Plan's objective is to identify current and future transportation-related needs and to determine unifying aesthetic highway treatments.

The study is expected to be completed by spring of 2004. In addition, the plan will be coordinated in conjunction with the "Highway 99 Taskforce," an eight county effort convened by the Great Valley Center, fostering economic development and highlighting cultural and scenic resources along the Route 99 corridor. There are also other studies related to the improvement of Route 99, including Senate Concurrent Resolution 17 (SCR 17-2002) the Global Gateways Development Program Report (January 2002), and other planning studies.

Three additional Safety Roadside Rests are under consideration for Route 99 through the Safety Roadside Rest Area Program Master Plan. Two are proposed for Kern County and one for Fresno County.

The Route 99 Beautification Project in Fresno County is an example of a "showcase" SHOPP project to clean, beautify and protect visual resources and visual aesthetics along the Route 99 corridor. It will involve landscape planting, improvement of signing and lighting, as well as the installation of Highway Mosaic Walls and color enhancement. The Metropolitan Bakersfield Freeway Beautification Plan has been proposed to achieve similar results.

The 1998 Interregional Transportation Strategic Plan will meet much of the 6-lane expansion objective for the rural areas over a 25-year period of time, and Interregional Improvement Program (IIP) funds will be the greatest source as Caltrans is primarily responsible for the highway.

Other projected financially constrained improvements to Route 99 in urbanized areas will be funded primarily by the four MPOs in the counties where Route 99 traverses and are indicated in the respective Regional Transportation Plans (RTPs).

The four MPOs are the Kern Council of Governments, the Tulare County Association of Governments, the Council of Fresno County Governments, and the Madera County Transportation Commission.

These projects will be funded through a combination of IIP, RIP (Regional Improvement Program) monies, and the Traffic Congestion Relief Program (TCRP; subject to current funding issues) administered by Caltrans.

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VIII. Planned and Programmed Improvements to Route 99

The following tables on pages 24 to 33 show both the planned and programmed projects for Route 99 over the next 25 years. The planned projects include *candidate* projects for both the STIP and SHOPP, as well as ITSP and RTP projects. The programmed projects include *actual* projects in the STIP, SHOPP, or TCRP that are partially or fully funded. STIP projects are primarily capacity-increasing while SHOPP projects focus on maintenance, safety, and operational improvements.

The table shows:
1. The specific segment.
2. Route 99 Planned Projects-the listing document (RTP, ITSP, STIP Candidate, or SHOPP Candidate), description of the project, and projected completion date(s).
3. Route 99 Programmed Projects-the listing document (STIP, TCRP, SHOPP), description of the project, and projected begin and completed construction dates.

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.

Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
1 KERN PM L0.7-10.8 – KP 0.0 –17.4 RTE 5/99 SEP to 0.1 MI (0.16 KM) S OF OLD RTE 99	There are no projects currently planned for this segment.	There are no projects currently programmed for this segment.
2 KERN PM 10.8-17.0 KP 17.4-27.4 0.1 MI (0.16 KM) S OF OLD RTE 99 to 0.5 MI (0.8 KM) S OF RTE 119	There are no projects currently planned for this segment.	**2002 SHOPP:** KER 99 PM 13.4 –16.7, KP 21.6 – 26.9 Near SR 223 to Houghton Rd: *Construct thrie beam median barrier* *Begin construction: 2005/2006* *Complete construction: 2006/2007*
3 KERN PM 17.0-19.5 KP 27.4-31.4 0.5 MI (0.8 KM) S OF RTE 119 to PANAMA LANE OC	**RTP:** KER 99 PM 18.5 – 22.6, KP 29.8 – 36.4 From 1 mile south of Panama Ln to Ming Ave: *Widen from 6-lane freeway to 8-lane freeway (Future)*	There are no projects currently programmed for this segment
4 KERN PM 19.5-22.0 KP 31.4-35.4 PANAMA LN to WIBLE RD OC	**RTP:** KER 99 PM 18.5 – 22.6, KP 29.8 – 36.4 From 1 mile south of Panama Ln to Ming Ave: *Widen from 6-lane freeway to 8-lane freeway (Future)* **2004 SHOPP Candidate:** 1. KER 99 PM 22.7 – 53.3, KP 35.5 – 85.7 Between California Ave and the SB connector to EB SR 58 and the Stockdale Hwy: *Construct auxiliary lanes (Future)* 2. KER 99 PM 20.1 – 21.6, KP 33.6 – 34.8 At White Ln: *Construct auxiliary lane (2011)*	**2000 STIP:** KER 99 PM 20.8 – 21.7, KP 33.5 – 34.9 At the White Ln I/C: *Modify I/C (Local)* *Begin construction: 2003/2004* *Complete construction: 2005/2006* **2002 STIP:** KER 99 PM R21.1 – R21.3, KP R33.9 – R34.3 From 0.43 KM south of White Ln OC to 0.16 KM south of White Ln OC: *Construct soundwall (Local Oversight)* *Begin construction: 2002/2003* *Complete construction: 2004/2005* **2002 SHOPP:** KER 99 PM 20.9 – R29.6, KP 33.0 – R46.7 From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of SR 65 NB offramp: *Replace slab and grind (Cap-M)* *Begin construction: 2003/2004* *Complete construction: 2005/2006*

See Appendix for Glossary

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.

Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
5 KERN PM 22.0-24.6 KP 35.4-39.6 Wible Road to CALIFORNIA AVE UC	**RTP:** KER 99 PM 18.5 – 22.6, KP 29.8 – 36.4 From 1 mile south of Panama Ln to Ming Ave: *Widen from 6-lane freeway to 8-lane freeway (Future)*	**2002 SHOPP:** KER 99 PM 20.9 – R29.6, KP 33.0 – R46.7 From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of SR 65 NB offramp: *Replace slab and grind (Cap-M)* *Begin construction: 2003/2004* *Complete construction: 2005/2006*
6 KERN PM 24.6-25.7 KP 39.6-41.4 CALIFORNIA AVE UC to WEST JCT RTE 99/58 SEP RTE 178	**2004 SHOPP Candidate:** KER 99 PM 22.7 – 53.3, KP 35.5 – 85.7 Between California Ave and the S/B connector to E/B Route 58 and the Stockdale Hwy: *Construct auxiliary lanes (Future)*	**2002 SHOPP:** 1. KER 99 PM 24.7 – 27.1, KP 39.8 – 43.6 From Santa Fe Railroad OC to Route 204/99 SEP: *Upgrade irrigation and planting* *Begin construction: 2004/2005* *Complete construction: 2008/2009* 2. KER 99 PM 20.9 – R29.6, KP 33.0-R46.7 From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of Route 65 N/B offramp: *Replace slab and grind (Cap-M)* *Begin Construction: 2003/2004* *Complete Construction: 2005/2006*
7 KERN PM 25.7-27.0 KP 41.4-43.5 WEST JCT RTE 99/58 SEP RTE 178 to RTE 204/99 SEP	**2004 SHOPP Candidate:** KER 99 PM 25.9, KP 41.6 At the N/B offramp at Buck Owens Dr: *Widen offramp improvements (2009/2011)*	**2002 SHOPP:** KER 99 PM 24.7 – 27.1, KP 39.8 – 43.6 From Santa Fe Railroad OC to Route 204/99 SEP: *Upgrade irrigation and planting* *Begin construction: 2004/2005* *Complete construction: 2008/2009* 2. KER 99 PM 20.9 – R29.6, KP 33.0 – R46.7, From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of Route 65 N/B offramp: *Replace slab and grind* (Cap-M) *Begin construction: 2003/2004* *Complete construction: 2005/2006*
8 KERN PM 27.0-R29.9 KP 43.5-48.1 RTE 204/99 SEP to RTE 65/99 SEP	**STIP Candidate:** KER 99 PM 27.3, KP 43.7 At 0.6 KM N of Airport Dr and on Route 204 between 0.3 KM S of Airport Dr to Route 99: *Extension and connection to Route 204* (*Future*) **STIP Candidate:** KER 99 PM 27.8 – 28.1, KP 44.5 – 45.9 In Bakersfield at Olive Dr: *Expand I/C (Future)*	**2002 SHOPP:** KER 99 PM 20.9 – R29.6, KP 33.0 – R46.7, From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of Route 65 N/B offramp: *Replace slab and grind (Cap-M)* *Begin construction: 2003/2004* *Complete construction: 2005/2006*
9 KERN PM R29.9-32.1 KP R49.2-51.7 RTE 65/99 SEP to 7TH STANDARD RD OC	**ITSP:** KER 99 PM 29.9 – 36.5, KP 48.1 – 58.7 From JCT 99/65 SEP to Lerdo Hwy: *Widen from 6-lane freeway to 8-lane freeway (6F-8F) (2009 – 2020)*	**2000 TCRP/STIP:** KER 99 PM 30.5 – R 31.1, KP 49.1 – R50.1, 5.8 KM north of Bakersfield at 7th Standard Rd I/C: Modify I/C *(Local Oversight)* *Begin construction: 2004/2005* *Complete construction: 2007/2008*
10 KERN PM R30.6-32.1 7TH STANDARD RD OC to 0.3 MI (0.48 KM) S OF LERDO CANAL	**ITSP:** KER 99 PM 29.9 – 36.5, KP 48.1 – 58.7 From JCT 99/65 SEP to Lerdo Hwy: *Widen from 6-lane freeway to 8-lane freeway (6F-8F) (2009 – 2020)*	There are no projects currently programmed in this segment.
11 KERN PM 32.1-44.3- KP 51.7-71.3 0.3 MI (0.48 KM) S OF LERDO CANAL to RTE 46/99 SEP	**ITSP:** KER 99 PM 29.9 – 36.5, KP 48.1 – 58.7 From JCT 99/65 SEP to Lerdo Hwy: *Widen from 6-lane freeway to 8-lane freeway (6F-8F) (2009 – 2020)*	There are no projects currently programmed in this segment.

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
12 KERN PM 44.3-49.4 KP 71.3-79.5 RTE 46/99 SEP to 0.1 MI (0.16 KM) N OF SHERWOOD AVE	There are no projects currently planned for this segment.	**2000 SHOPP:** KER 99 PM R43.4, KP R69.7 Near McFarland at Famoso OH: *Bridge deck rehab* *Begin construction: 2002/2003* *Complete construction: 2003/2004*
13 KERN PM 49.4-57.6 KP 79.5-92.7 0.1 MI (0.16 KM) N OF SHERWOOD AVE to TULARE COUNTY LINE	**RTP:** KER 99 PM 54.5 – 57.6, KP 87.7 – 92.7 In Delano from Woollomes Ave to County Line Rd: *Construct ramp upgrades (2008/2013)* **ITSP:** KER 99 PM 49.4 – 57.6, KP 79.5 - 93.0 From Sherwood Ave to County Line Rd: *6F to 8F (2009/2020)* **2002 STIP Candidate:** KER 99 PM 56.6, KP 91.1 At Cecil Ave OC: *Widen bridge (2007/2010)*	There are no projects currently programmed in this segment.
14 TULARE PM 0.0-25.0 KP 0-40.2 TULARE COUNTY LINE to 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	**RTP**, **ITSP**, **STIP Candidate:** TUL 99 PM 0.0 – 26.1, KP 0.0 – 41.9 From Kern County line to Airport OC: *Widen from 4-lane freeway to 6-lane freeway (4F-6F).* 3 **ITSP** segments *(2009 –2020)* **RTP:** *2020*; **STIP Candidate:** *2006* STIP	**2002 SHOPP:** KER 99 PM 49.4 – 57.6, KP 79.5 – 92.7 In McFarland from 0.3 KM south of Sherwood Ave to 0.2 KM north of Elmo Hwy and in Delano from 0.3 KM south of Woolomes Ave to County Line Rd: *Irrigation upgrade and replacement planting* *Begin construction: 2002/2003* *Complete construction: 2006/2007*
15 TULARE PM 25.0-33.3 KP 40.2-53.6 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC to 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	**RTP:** TUL 99 PM 31.7, KP 51.0 Cartmill Rd: *Modify I/C (2005)* **RTP**, **ITSP:** TUL 99 PM 26.1 – 36.9, KP 41.9 – 59.37 From Airport OC to north of Avenue 280 OC: *4F – 6F* **ITSP:** (2 segments) – 26.1 – 30.6, *(2009 – 2020)*; 30.6 – 36.9 *(1998 – 2008)* **RTP**: 30.6-41.3 *(2012)* **RTP**, **ITSP**, **STIP Candidate:** TUL 99 PM 0.0 – 26.1, KP 0.0 – 41.9 From Kern County line to Airport OC: *Widen from 4-lane freeway to 6-lane freeway (4F-6F).* 3 **ITSP** segments *(2009 –2020)* **RTP:** *2020*	**2002 SHOPP:** 1. TUL 99 PM 2.5 – 43.4, KP 4.0 – 69.8 From 0.9 KM south of Avenue 24 OC to Avenue 328 OC: *Construct thrie beam median barrier* *Begin construction: 2003/2004* *Complete construction: 2004/2005* 2. TUL 99 PM 5.6 – 19.3, KP 9.0 – 31.1 From Avenue 48 to north of Avenue 56 OC at Tipton Ave: *Replace planting and irrigation* *Begin construction: 2003/2004* *Complete construction: 2008/2009*
16 TULARE PM 33.3-37.0 KP 53.1-59.5 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC to 0.6 MI (0.58 KM) N OF AVE 280	**RTP**, **ITSP:** TUL 99 PM 30.6 – 41.3, KP 49.2 – 66.5 From Prosperity Ave to Goshen OH: *Widen from 4-lane freeway to 6-lane freeway (4F – 6F).* **RTP:** *2012*; **ITSP**: PM 30.6 – 36.9, KP 49.2 – 59.4 *(1998-2008)* **2004 STIP Candidate:** TUL 99 PM 36.4, KP 58.6 Caldwell Ave*: Modify I/C (Future)* **2004 SHOPP Candidate:** TUL 99 PM 34.0 – 42.0, KP 54.7 – 60.5 From north of Avenue 64 to north of Avenue 308: *Crack seat, AC overlay (Future)*	**1998 STIP:** TUL 99 PM 30.6, KP 49.2 Prosperity Ave: *Modify I/C* *Begin construction: 2002/2003* *Complete construction: 2004/2005* **2002 STIP:** TUL 99 PM 30.6 – 41.3, KP 49.2 – 66.5 From Prosperity Ave to Goshen OH: *4F-6F* *Begin construction: 2010/2011* *Complete construction: 2012/2013* *(cont. on next page)*

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
16 TULARE PM 33.3-37.0 KP 53.1-59.5 0.1MI (0.16 KM) N OF RTE 99 BUSINESS OC to 0.6MI (0.58 KM) N OF AVE 280	*(see previous page)*	*(cont. from previous page)* **2000 SHOPP:** TUL 99 PM 28.3 – 29.9, KP 45.6 – 48.11 From Bardsley Ave to Prosperity Ave: *Highway planting restoration* *Begin construction: 2003/2004* *Complete construction: 2007/2008* **2002 SHOPP:** TUL 99 PM 2.5 – 43.4, KP 4.0 – 69.8 From 0.9 KM south of Avenue 24 OC to Avenue 328 OC: *Construct thrie beam median barrier* *Begin construction: 2003/2004* *Complete construction: 2004/2005*
17 TULARE PM 37.0-41.2 KP 59.5-66.3 0.6 MI (0.58 KM) N OF AVE 280 to NORTH GOSHEN OH	**RTP**, **ITSP:** TUL 99 PM 30.6 – 41.3, KP 49.2 – 66.5 From Prosperity Ave to Goshen OH: *Widen from 4-lane freeway to 6-lane freeway (4F – 6F).* **RTP:** *2012;* **ITSP**: PM 30.6 – 36.9, KP 49.2 – 59.4 *(1998-2008* **2006 STIP Candidate:** TUL 99 PM 41.1, KP 66.2 Betty Dr: *Modify I/C (Future)* **2004 SHOPP Candidate:** TUL 99 PM 39.7 – 41.5, KP 63.9 – 66.8 In and near Goshen from Mill Ditch Creek to north of north Goshen OH: *Roadway enhancements (Future)*	**2002 STIP:** TUL 99 PM 30.6 – 41.3, KP 49.2 – 66.5 From Prosperity Ave to Goshen OH: *Widen from 4-lane freeway to 6-lane freeway (4F – 6F)* *Begin construction: 2010/2011* *Complete construction: 2012/2013* **2002 SHOPP:** TUL 99 PM 2.5 – 43.4, KP 4.0 – 69.8 From 0.9 KM south of Avenue 24 OC to Avenue 328 OC: *Construct thrie beam median barrier* *Begin construction: 2003/2004* *Complete construction: 2004/2005*
18 TULARE PM 41.2-48.1 KP 66.3-77.4 NORTH GOSHEN OH to 0.6 MI (0.58 KM) S OF TRAVER OC	**RTP/ITSP:** TUL/FRE 99 PM 41.3 – 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* (**RTP:** *2008*, **ITSP**: *1998 – 2008)* **2002 SHOPP Candidate:** TUL 99 PM 45.7 – 51.8, KP 73.5 – 83.3 From Cross Creek to Dodge Ave OC: *Construct thrie beam median barrier* (2002 A SHOPP) **2004 SHOPP Candidate:** TUL 99 PM 47.0 – 53.9, KP 75.6 – 86.7 From south of Merritt Dr OC to Tulare/Fresno County line: *AC overlay and rehab*	**2002 STIP:** TUL/FRE 99 PM 41.3 – 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* *Begin Construction: 2010/2011* *Complete Construction: 2012/2013* **2002 SHOPP:** TUL 99 PM 2.5 – 43.4, KP 4.0 – 69.8 From 0.9 KM south of Avenue 24 OC to Avenue 328 OC: *Construct thrie beam median barrier* *Begin construction: 2003/2004* *Complete construction: 2004/2005* **2002 SHOPP/TCRP:** TUL 99 PM 40.8, KP 65.8 Near Betty Drive and Avenue 308: *Construct pedestrian OC* *Begin construction: 2003/2004* *Complete construction: 2004/2005*
19 TULARE PM 48.1-R53.9 KP 77.4-R86.7 0.6 MI (0.58 KM) S OF TRAVER OC to FRESNO COUNTY LINE	**RTP/ITSP:** TUL/FRE 99 PM 41.3 – 1.0, KP 66.5 – 1.6 From Goshen OH to Route 201 in Fresno County: *Widen from 4-lane freeway to 6-lane freeway (4F – 6F)*, **RTP:** *2008*, **ITSP:** *1998 – 2008* **2004 SHOPP Candidate:** TUL 99 PM 47.0 – 53.9, KP 75.6 – 86.7 From south of Merritt Dr OC to Tulare/Fresno County line: *AC overlay and rehab (2004 SHOPP)*	**2000 STIP:** TUL/FRE 99 PM 41.3 – PM 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* *Begin construction: 2008/2009* *Complete construction: 2011/2012* **2002 SHOPP:** TUL 99 PM 45.7 – 51.8, KP 73.5 – 83.3 From Cross Creek to Dodge Ave OC: *Construct thrie beam median barrier* *Begin construction: 2004/2005* *Complete construction: 2005/2006*

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
20 FRESNO PM R0.0-6.4 KP R0.0-10.3 FRESNO CO LINE to RTE 99/43 SEP	**RTP:** 1. FRE 99 PM 0.0-R1.0, KP 0.0-R1.6 Fresno/Tulare Co line to SR 201: *Widen from 4-lane freeway to 6-lane freeway (2007/2025)* 2. FRE 99 PM R1.0 – 7.1, KP R1.6-11.4 SR 201 to Floral Ave: *Widen from 4-lane freeway to 6-lane freeway (2007/2025)* **ITSP:** TUL/FRE 99 PM 41.3 – 7.1, KP 69.9 – 11.4 Goshen OH in Tulare Co to near JCT SR 201: *Widen from 4-lane freeway to 6-lane freeway (1998/2008)*	**2000 STIP:** TUL/FRE 99 PM 41.3 – PM 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* *Begin construction: 2008/2009* *Complete construction: 2011/2012* **2002 SHOPP:** TUL 99 PM 51.9, KP 83.5 Near the city of Kingsburg at Warlow Safety Roadside Rest Area: *Rehabilitate SRRA* *Begin construction: 2004/2005* *Complete construction: 2006/2007*
21 FRESNO PM 6.4-7.8 KP 10.3-12.6 RTE 99/43 SEP to 1.3 MI (2.09 KM) N OF FLORAL AVE UC	**RTP:** 1. FRE 99 PM 6.5, KP 10.5 At Floral Ave: *Modify Floral Ave I/C (2007 –2025)* 2. FRE 99 PM R1.0 – 7.1, KP R1.6 – 11.4 SR 201 to near Floral Ave: *Widen from 4-lane freeway to 6-lane freeway (2006)* **ITSP:** FRE 1.0 – 7.1, KP 1.6 – 11.4 Goshen OH in Tulare Co to near JCT SR 201: *Widen from 4-lane freeway to 6-lane freeway (1998/2008)* **2004 SHOPP Candidate:** FRE 99 PM R7.1-R10.7, KP R11.4-R17.2 From 0.9 KM north of the Floral Ave UC in Selma to 0.6 KM south of the Merced St UC: *PCCP panel replacement, grinding and joint sealing (Cap-M) (2006/2010)*	**1998 STIP/2000 TCRP:** FRE 99 PM R1.0 – 7.1, KP R1.6 – 11.4 SR 201 to Floral Ave OC: *Widen from 4-lane freeway to 6-lane freeway* *Begin construction: 2003/2004* *Complete construction: 2006/2007* **2000 STIP:** TUL/FRE 99 PM 41.3 – PM 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* *Begin construction: 2008/2009* *Complete construction: 2011/2012* **2000 SHOPP:** FRE 99 PM R3 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004*
22 FRESNO PM 7.8-9.2 KP 12.6-14.8 1.3 MI (2.09 KM) N OF FLORAL AVE UC to MANNING AVE OC	**2004 SHOPP Candidate:** FRE 99 PM R7.1 - R10.7, KP R11.4 – R17.2 From 0.9 KM north of the Floral Ave UC in Selma to 0.6 KM south of the Merced St UC: *PCCP panel replacement, grinding and joint sealing (Cap-M) (2006/2010)*	**1998 STIP/2000 TCRP:** FRE 99 PM R1.0 – R7.1, KP R1.6 – R11.4 SR 201 to Floral Ave OC: *Widen from 4-lane freeway to 6-lane freeway* *Begin construction: 2003/2004* *Complete construction: 2006/2007* **2000 SHOPP:** FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004*
23 FRESNO PM 9.2-12.4 KP 14.8-20 MANNING AVE OC to CLOVIS AVE UC	**2004 SHOPP Candidate:** FRE 99 PM R7.1 – R10.7, KP R11.4 – R17.2 From 0.9 KM north of the Floral Ave UC in Selma to 0.6 KM south of the Merced St UC: *PCCP panel replacement, grinding and joint sealing (Cap-M) (2006/2010)* **STIP Candidate:** FRE 99 PM 9.2 – 12.2, KP 14.8 – 19.6 Manning Ave to Clovis Ave: *6F – 8F (Future)*	**2000 SHOPP:** FRE 99 PM R3.7 - 31.4, KP R6.0 -50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* **2000 SHOPP:** FRE 99 PM 10.7 - 15.9, KP 17.2 - 25.6 Near Fowler from Merced St to Central Ave OC: *AC overlay, crack seat, and widen shoulders* *Begin construction: 2005/2006* *Complete construction: 2006/20074*

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
24 FRESNO PM 12.4-14.5 KP 20.0-23.3 CLOVIS AVE UC to AMERICAN AVE OC	**RTP:** FRE 99 PM 14.5, KP 22.3 At American Ave: *Add on- and off-ramps to I/C (2009)* **STIP Candidate:** FRE 99 PM 12.2 – 16.9, KP 19.6 – 27.1*:* Clovis Ave to Cedar Ave*, 6F – 8F (Future)*	**2000 SHOPP:** FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* **2000 SHOPP:** FRE 99 PM 10.7 –15.9, KP 17.2 – 25.6 From Merced St to Central Avenue: *Rehabilitate roadway* *Begin construction: 2003/2004* *Complete construction: 2005/2006* **2000 SHOPP:** FRE 99 PM 10.7 - 15.9, KP 17.2 - 25.6 Near Fowler from Merced St to Central Ave OC: *AC overlay, crack seat, and widen shoulders* *Begin construction: 2005/2006* *Complete construction: 2006/20074* **2000 Reserve:** FRE 99 PM 10.6 –11.4, KP 17.1 – 18.4 On east and west side of SR 99 in the City of Fowler near the Merced Ave UC: *Construct soundwalls* *Begin construction: 2004* *Complete construction: 2006/2007*
25 FRESNO PM 14.5-18.5 KP 23.3-29.8 AMERICAN AVE OC to S JCT RTE 99/41 SEP	**RTP:** FRE 99 PM 18.5 – 29.1, KP 29.7 – 46.8 Jensen Ave to Bullard Ave alignment: *Widen from 6-lane freeway to 8-lane freeway (2018)* **RTP:** FRE 99 PM 16.9 – 18.3, KP 25.4 –29.7 Cedar Ave to Jensen Ave: *Widen from 6-lane freeway to 8-lane freeway (2015)* **2006 STIP Candidate:** FRE 99 PM 14.5, KP 23.3 American Ave: *Modify I/C (Future)* **2004 SHOPP Candidate:** FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River*: Fiber optics system (Future)*	**2000 SHOPP:** FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* **2002 SHOPP:** FRE 99 PM 10.7 – 15.9, KP 17.2 – 25.6 Merced St to Central Ave: *Rehabilitate roadway* *Begin construction: 2003/2004* *Complete construction: 2005/2006* **2000 SHOPP:** FRE 99 PM 10.7 - 15.9, KP 17.2 - 25.6 Near Fowler from Merced St to Central Ave OC: *AC overlay, crack seat, and widen shoulders* *Begin construction: 2005/2006* *Complete construction: 2006/2007* *4*
26 FRESNO PM 18.5-19.3 KP 29.8-31.1 SOUTH JCT RTE 99/41 SEP to NORTH JCT RTE 41/99 SEP	**RTP:** FRE 99 PM 18.5 – 29.1, KP 29.7-46.8 Jensen Ave to Bullard Ave alignment: *Widen from 6-lane freeway to 8-lane freeway (2018)* *(cont. on next page)*	**2000 SHOPP:** 1. FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin Construction: 2001/2002* *Complete Construction: 2003/2004* 2. FRE 99 PM 18.0 – 20.2, KP 29.0 – 32.5 In Fresno County from 1.0 KM south of Jensen Ave UC to 0.2 KM south of Ventura St OC: *Construct SB auxiliary lane* *Begin construction: 2001/2002* *Complete construction: 2003/2004* *(cont. on next page)*

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
26 FRESNO PM 18.5-19.3 KP 29.8-31.1 SOUTH JCT RTE 99/41 SEP to NORTH JCT RTE 41/99 SEP	*(cont. from previous page)* **2004 SHOPP Candidate:** FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River*: Fiber optics system (Future)*	*(cont. from previous page)* **2002 SHOPP:** FRE 99 PM 10.7 – 15.9, KP 17.22 – 25.6 Merced St to Central Ave: *Rehabilitate roadway* *Begin construction: 2003/2004* *Complete construction: 2005/2006*
27 FRESNO PM 19.3-22.1 KP 31.1-35.6 NORTH JCT RTE 41/99 SEP to JCT RTE 180 S	**RTP:** FRE 99 PM 18.5 – 29.1, KP 29.7 - 46.8 Jensen Ave to Bullard Ave alignment: *Widen from 6-lane freeway to 8-lane freeway (2018)* **STIP Candidate:** FRE 99 PM 20.7 – 24.4, KP 33.4-39.3 Fresno St OC BR No 42-170 to Clinton Ave OC BR No 42-183*: Construct NB and SB auxiliary lanes (2016)* **2004 STIP Candidate:** FRE/MAD 99 PM 25.6 – 1.6, KP 42.7 – 2.7 From Ashlan Ave to 1.0 KM north of Avenue 7 in Madera County: *Widen from 4-lane freeway to 6-lane freeway (2016)* **2004 SHOPP Candidate:** FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River*: Fiber optics system (Future)*	**2000 SHOPP:** 1. FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin Construction: 2001/2002* *Complete Construction: 2003/2004* 2. FRE 99 PM 18.0 – 20.2, KP 29.0 – 32.5 In Fresno County from 1.0 KM south of Jensen Ave UC to 0.2 KM south of Ventura St OC: *Construct SB auxiliary lane* *Begin construction: 2001/2002* *Complete construction: 2003/2004*
28 FRESNO PM 22.1-23.3 KP 35.6-37.5 JCT RTE 180 S to OLIVE AVE OC	**RTP:** FRE 99 PM 18.5 – 29.1, KP 29.7-46.8 Jensen Ave to Bullard Ave alignment: *Widen from 6-lane freeway to 8-lane freeway (2018)* **STIP Candidate:** FRE 99 PM 20.7 – 24.4, KP 33.4 – 39.3 Fresno St OC BR No 42-170 to Clinton Ave OC BR No 42-183: *Construct NB and SB auxiliary lanes (2016)* **2004 STIP Candidate:** FRE/MAD 99 PM 25.6 – 1.6, KP 42.7 – 2.7 From Ashlan Ave to 1.0 KM north of Avenue 7 in Madera County: *Widen from 4-lane freeway to 6-lane freeway (2016)* **2004 SHOPP Candidate:** FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River*: Fiber optics system (Future)*	**2000 SHOPP:** 1. FRE 99 PM R3.7 – 31.4, KP R6.0-50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* 2. FRE 99 PM 19.8 – 24.2, KP 31.9 – 38.9 From California Ave OC to N Fresno St UC: *Upgrade irrigation and planting* *Begin construction: 2000/2001* *Complete construction: 2006/2007* 3. FRE 99 PM 18.0 – 20.2, KP 29.0 – 32.5 From 1.0 KM south of Jensen Ave UC to 0.2 KM south of Ventura St OC: *Construct S/B auxiliary lane* *Begin construction: 2001/2002* *Complete construction: 2003/2004* 4. FRE 99 PM 20.2 – 31.6, KP 32.5 – 50.9 From Ventura St OC to Madera County line: *Rehabilitate roadway* *Begin Construction: 2001/2002* *Complete construction: 2003/2004* **2002 SHOPP:** FRE 99 PM 21.4 – 22.4, KP 34.4 – 36.1 From El Dorado St to Kerman Branch UC: *Highway planting restoration* *Begin construction: 2005/2006* *Complete construction: 2008/2009*

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
29 FRESNO PM 23.3-26.6 KP 37.5-42.8 OLIVE AVE OC to ASHLAN AVE OC	**RTP:** 1. FRE 99 PM 18.5 – 29.1, KP 29.7 – 46.8 Jensen Ave to Bullard Ave alignment: *Widen from 6-lane freeway to 8-lane freeway (2018)* 2. FRE 99 PM 24.9, KP 40.1 Shields Ave *Modify I/C (2015)* **STIP Candidate:** FRE 99 PM 20.7 – 24.4, KP 33.4 – 39.3 Fresno St OC BR No 42-170 to Clinton Ave OC BR No 42-183: *Construct NB and SB auxiliary lanes (2016)* **2004 STIP Candidate:** FRE/MAD 99 PM 25.6 – 1.6, KP 42.7 – 2.7 From Ashlan Ave to 1.0 KM north of Avenue 7 in Madera County: *Widen from 4-lane freeway to 6-lane freeway (2016)* **2004 SHOPP Candidate:** 1. FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River*: Fiber optics system (Future)* 2. FRE 99 PM 26.3, KP 42.3 Ashlan Ave: *Additional NB offramp lane (2008)*	**2000 SHOPP:** 1. FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* 2. FRE 99 PM 19.8 – 24.2, KP 31.9 – 38.9 From California Ave OC to N Fresno St UC: *Upgrade irrigation and planting* *Begin construction: 2000/2001* *Complete construction: 2006/2007* 3. FRE 99 PM 20.2 – 31.6, KP 32.5 – 50.9 From Ventura St OC to Madera County line: *Rehabilitate roadway* *Begin construction: 2001/2002* *Complete construction: 2003/2004* **2002 SHOPP:** FRE 99 PM 21.4 – 22.4, KP 34.4 – 36.1 From El Dorado Street to Kerman Branch UC: *Highway planting restoration* *Begin construction: 2005/2006* *Complete construction: 2008/2009*
30 FRESNO PM 26.6-31.6 KP 42.8-50.9 ASHLAN AVE OC to MADERA CO LINE	**RTP:** FRE 99 PM 18.5 – 29.1, KP 29.7-46.8 Jensen Ave to Bullard Ave alignment: *Widen from 6-lane freeway to 8-lane freeway (2018)* **RTP & STIP Candidate:** FRE 99 PM 27.3, KP 43.9: Shaw Ave Improvements *I/C and RR grade SEP* (**RTP:** *2010*) **RTP, ITSP, & STIP Candidate:** 1. FRE/MAD 99 PM 26.6 – R1.0, KP 42.8-R1.7 Ashlan Ave in Fresno County to Avenue 7 in Madera County: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* (**RTP**: *2012*, **ITSP:** *1998-2008*) 2. FRE 99 PM 30.2, KP 48.6 Grantland Diagonal: *Construct Grantland I/C* (**RTP:** *2017*) **2004 STIP Candidate:** FRE/MAD 99 PM 25.6 – 1.6, KP 42.7 – 2.7 From Ashlan Ave to 1.0 KM north of Avenue 7 in Madera County: *Widen from 4-lane freeway to 6-lane freeway(2016)* **2004 SHOPP Candidate:** FRE 99 PM 16.9 – 31.6, KP 27.2 – 32.4 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River*: Fiber optics system (Future)*	**2000 SHOPP:** 1. FRE 99 PM R3.7-31.4, KP R6.0-50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* 2. FRE 99 PM 19.8 – 24.2, KP 31.9 – 38.9 From California Ave OC to N Fresno St UC: *Upgrade irrigation and planting* *Begin construction: 2000/2001* *Complete construction: 2006/2007* 3. FRE 99 PM 20.2 – 31.6, KP 32.5 – 50.9 From Ventura St OC to Madera County line: *Rehabilitate roadway* *Begin construction: 2001/2002* *Complete construction: 2003/2004*

See Appendix for Glossary

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
31 MADERA PM 0.0-9.0 KP 0.0- 14.5 MADERA CO LINE to 0.3 MI (0.48 KM) N OF AVE 13	**RTP & 2006 STIP Candidate:** 1. MAD 99 PM R1.0 – 7.3, KP R1.6 – 11.7 From Avenue 7 to Avenue 12: *Widen from 4-lane freeway to 6-lane freeway (4F-6F) (Future)* 2. MAD 99 PM 7.3 – 12.8, KP 11.8 – 20.6 From Avenue 12 to Avenue 16: *(4F-6F) (Future)* **ITSP, RTP:** MAD 99 PM R1.0 – 10.5, KP R1.6 – 6.9, From Avenue 7 to Route 145/99 SEP - PM R1.0 – 10.5 (**ITSP:** *2009-2020*) (**RTP:** *2012)* **2004 STIP Candidate:** MAD 99 PM 7.3, KP 11.7 Avenue 12: *New I/C (Future)* **2006 STIP Candidate:** MAD 99 PM 3.6, KP 5.8 Avenue 9: Modify *I/C (Future)*	**2000 SHOPP:** 1. FRE 99 PM R3.7-31.4, KP R6.0-50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* 2. FRE 99 PM 20.2 – 31.6, KP 32.5 – 50.9 From Ventura St OC to Madera County line: *Rehabilitate roadway* *Begin construction: 2000/2001* *Complete construction: 2003/2004*
32 MADERA PM 9.0-10.3 KP 14.5-16.6 0.3 MI (0.48 KM) N OF AVE 13 to RTE 145/99 SEP	**RTP & STIP Candidate:** MAD 99 PM 7.3 – 12.8, KP 11.8 – 20.6 Avenue12 to Avenue 16: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* (**RTP:** *2012*), (*2006* **STIP**) **ITSP:** 1. MAD 99 PM 1.0 – 10.5, KP 1.6 – 16.9 From Avenue 7 to SR 145: *4F-6F (2009-2020)* 2. MAD 99 PM 8.9 – 10.4, KP 14.3 – 16.7 At the SR 99/145 SEP: *Modify I/C (1998-2008)*	**2002 SHOPP**: MAD 99 PM R7.3 – R9.6, KP R11.8 – R15.5 Avenue 12 to South Madera OC: *AC overlay* *Begin construction: 2002/2003* *Complete construction: 2004/2005*
33 MADERA PM 10.3-R14.5 KP 16.6-R23.3 RTE 145/99 SEP to 0.3 MI (0.48 KM) N OF AVE 17	**RTP:** MAD 99 PM 12.8 – 20.5, KP 20.6 – 33.0 Avenue 16 to Avenue 21 ½: *Widen from 4-lane freeway to 6-lane freeway (4F-6F) (2016)* **ITSP:** MAD 99 PM 10.5 – 12.8, KP 0.8 – 21.0 From Route 145 to Avenue 16: *4F-6F (1998 – 2008)* **2004 STIP Candidate:** MAD 99 PM 14.2, KP 22.9 At Ellis Rd: *Modify OC (Future)* **2006 STIP Candidates:** 1. MAD 99 PM 7.3 – 12.8, KP 11.8 – 20.6 Avenue 12 to Avenue 16: *4F-6F (Future)* 2. MAD 99 PM 10.9, KP 17.6 At Fourth St: *Modify I/C (Future)* 3. MAD 99 PM 12.7, KP 20.4 At Avenue 16: *Modify I/C (Future)*	**1998 STIP:** MAD 99 PM 8.9 – 10.4, KP 14.4 – 16.7 From 1.0 KM south of Gateway Dr offramp to 1.0 KM north of South Madera OC: *Modify Gateway Dr I/C* *Begin construction: 2002/2003* *Complete construction: 2004/2005* **1998 SHOPP:** MAD 99 PM 13.0 – 23.0, KP 20.9 – 37.0 From Avenue 16 OC to Califa UC: *AC overlay* *Begin construction: 2001/2002* *Complete construction: 2003/2004* **2002 SHOPP:** MAD 99 PM R7.3 – R9.6, KP R11.8 – R15.5 From Avenue 12 to South Madera OC: *Rehabilitate roadway* *Begin construction: 2002/2003* *Complete construction: 2004/2005*

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Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
34 MADERA PM R14.5-R19.9 KP R23.3-R32.0 0.3 MI (0.48 KM) N OF AVE 17 to AVE 21 ½	**RTP:** MAD 99 PM 12.8 – 20.5, KP 20.6 – 33.0 Avenue 16 to Avenue 21 ½: *Widen from 4-lane freeway to 6-lane freeway (4F-6F) (2016)*	**1998 SHOPP:** MAD 99 PM 13.0 – 23.0, KP 20.9 – 37.0 From Avenue 16 OC to Califa UC: *AC overlay* *Begin construction: 2001/2002* *Complete construction: 2003/2004* **2000 SHOPP:** MAD 99 PM 9.9 – 12.5, KP 15.9 – 20.1 South of Route 145/99 SEP to north of Cleveland Ave OC: *Irrigation and planting upgrade* *Begin Construction: 1999/2000* *Complete Construction: 2003/2004*
35 MADERA PM 19.9-22.7 KP 32.0-36.5 AVE 21 ½ to JCT SR 152 W	**RTP & ITSP:** MAD 99 PM 20.1 – 22.5, KP 32.4 - 36.2: *Widen from 4-lane expressway to 6-lane freeway with new I/C (4E-6F with I/C)* (**RTP:** *2005*, **ITSP:** *1998 – 2008*)	**1998 SHOPP:** MAD 99 PM 13.0 – 23.0, KP 20.9 – 37.0 From Avenue 16 OC to Califa UC: *AC overlay* *Begin construction: 2001/2002* *Complete construction: 2003/2004*
36 MADERA PM 22.7-29.4 KP 36.5-47.3 JCT SR 152 W to MERCED COUNTY LINE	**RTP:** 1. MAD 99 PM 22.7, KP 36.5 At SR 99/152: *New I/C, RR crossing (2016)* 2. MAD 99 PM 22.7 – 29.4, KP 36.5 – 47.3 From SR 152 to Merced County line: *Widen from 4-lane freeway to 6-lane freeway (4F-6F) (2020)*	**1998 STIP:** MAD 99 PM 19.6 – 22.6, KP 31.5-36.4 From Avenue 21 to Route 99/152 SEP: *4E to 6F with I/C at Avenue 22* *Begin construction: 2004/2005* *Complete construction: 2007/2008* **1998 SHOPP:** MAD 99 PM 13.0 – 23.0, KP 20.9 – 37.0 From Avenue 16 OC to Califa UC: *AC overlay* *Begin construction: 2001/2002* *Complete construction: 2003/2004* **2002 SHOPP:** MAD 99 PM 20.2 – 29.2, KP 32.8-47.0 From Avenue 21 ½ to the Merced County line: *Construct median barrier* *Begin construction: 20005/2006* *Complete construction: 2008/2009*

See Appendix for Glossary

IX. Appendix

A. Reference Sheet includes RTPA/MPO/Air Quality District contact information, references used in the TCR, traffic accident information, and transit services.

B. Intelligent Transportation Systems information (by segment).

C. Transit Services by County in Caltrans District 6 (by segment).

D. Glossary of terms used throughout the TCR.

See Appendix for Glossary